

Wording Change to ACARS Airplane/Rotorcraft Flight Manuals

Subject:	ACTION: Wording Change to ACARS Airplane/Rotorcraft Flight Manuals	Date:	
From:	Manager, Aircraft Engineering Division, AIR-100	Reply to Attn. of:	M. Wade:(202) 267-9580
To:	Distribution		

This memorandum requires action to standardize all future Airplane/Rotorcraft Flight Manuals(A/RFM) to reflect new wording associated with installed Aircraft Communications Addressing and Reporting System (ACARS) equipment. This memorandum requires specification to address concerns that existing ACARS A/RFM limitation wording precludes the use of Pre-Departure Clearance (PDC) within the National Airspace System. The revised ACARS A/RFM wording contained within this memorandum, in conjunction with the issuance of FAA Technical Paper 98-AIR-PDC, Safety and Interoperability Requirements for Pre-Departure Clearance, will address these concerns, as well as provide a basis for A/RFM wording standardization. Further, for those aircraft equipped with ACARS Digital-Automatic Terminal Information Service (D-ATIS) capability, this memorandum provides the necessary A/RFM wording and reference to FAA Technical Paper 98-AIR-DATIS, Safety and Interoperability Requirements for Digital-Automatic Terminal Information Service. These Technical Papers are attached.

Henceforward, all ACARS A/RFM wording shall read as follows:

AIRCRAFT COMMUNICATIONS ADDRESSING AND REPORTING SYSTEM(ACARS)

SECTION 1. - LIMITATIONS

"The Aircraft Communications and Reporting System (ACARS) is limited to the transmission and receipt of messages which do not create an unsafe condition if:

- 1. The message or parts of the message are delayed or not received,*
- 2. The message is delivered to the wrong recipient, or*
- 3. The message content may be frequently corrupted."*

SECTION 3. - NORMAL OPERATING PROCEDURES

"The following procedures are applicable to the noted ACARS functions;

1) Pre-Departure Clearance -

a. The flight crew shall manually verify (compare) the filed flight plan versus the digital pre-departure clearance.

b. The flight crew shall initiate voice contact with Air Traffic Control if any question/confusion exists between filed flight plan and the digital pre-departure clearance.

These safety requirements are directly related to FAA Technical Document, Safety and Interoperability Requirements for Pre-Departure Clearance (PDC), 98-AIR-PDC, dated April 21, 1998"

In addition to PDC, if the installation meets the requirements of FAA Technical Paper 98-DATIS, the following wording is directly applicable:

SECTION 3. - NORMAL OPERATING PROCEDURES

"2) Digital-Automatic Terminal Information Service -

a. The flight crew shall verify the D-ATIS altimeter setting numeric-alpha values to be identical.

b. If the D-ATIS altimeter setting numeric-alpha values are different, the flight crew must not accept the D-ATIS Altimeter Setting.

These safety and interoperability requirements are directly related to FAA Technical Document, Safety and Interoperability Requirements for Digital-Automatic Terminal Information Service (D-ATIS), 98-AIR-DATIS, dated April 21, 1998."

Comments regarding this memorandum, or ACARS in general, may be directed to the Aircraft Engineering Division, AIR-100.

James C. Jones

Attachments

Distribution:

All Aircraft Certification Offices

All Directorate Standards Staff

Manager, Air Transportation Division, AFS-200

Manager, Aircraft Maintenance Division, AFS-300

Manager, Technical Programs Division, AFS-400

cc: ANM-108W(M. Wade)/ANM-114N(T. Kraft)/SEA AEG(Imrich)/ANM-111 (D. Stimpson)/AIR-130/AIR-100